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~~JUNE~~ 1991
JULY

PIKES PEAK RADIO AMATEUR ASSOCIATION, INC.
P.O. Box 16521
Colorado Springs, CO 80935

FIRST CLASS MAIL



Ø BEAT



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* Denotes first year of a two year term.

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The Pikes Peak Radio Amateur Association meets on the second Wednesday of each month at the Elks Lodge, 3400 North Nevada Ave. at 7 PM.

EDITOR: Ron Deutsch NKØP 4305 Ridgeland Drive, Colorado Springs, Colorado 80918 (719) 593-8352. Electronic data transfer by appointment.

Message from the President...

Some of you have noticed that I haven't been around much lately, either on the air or in person. This is because I started a new job just about 3 months ago and I now have a classic case of my work interfering with my hobby! But at least I have a job, something which was uncertain for a while.

I wasn't able to make the last board meeting (one of the best we've had in a while by all accounts—a barbecue at the QTH of Harv WB6YXD). And I was only able to put in a token appearance at Field Day because I was working on both those days.

Speaking of Field Day, I was impressed by the setup despite having a change of location at the very last minute. Thanks to the efforts of Mike KØTER, who was our Field Day chairman this year, and all those who helped him.

We understood we had a site at the Air Force Academy as usual, but something went wrong and we got bumped. So the club's appreciation must be expressed to Chris NXØE and Susan KA7NNX who, at very short notice, offered us the use of the land adjacent to their QTH (lest anyone should think the stations were operating out of their house!) in the Black Forest.

As many of you already know, Chris is also now "acting" Ø-beat Editor for a couple of months. Ron NKØP has been doing that job for over 2 years, for which we thank him, and Chris felt that Ron would appreciate a break. Thanks again Chris! So don't forget that if you have an article for next month's Ø-beat you should contact Chris NXØE at 495-0624,

This month's program is by one of our own members—Oak KØROL. I know that Oak has put on a number of ATV (Amateur Television for any newcomers) demonstrations in the past and they have always been well received. But I've never seen one myself, so I'm really looking forward to it.

Oak is looking for one enthusiastic person to help put on this demo. So if you would like to participate, please contact either myself or Oak at 570-7782.

I hope to see you all on Wednesday.

73, Dave, NØION

Committee Chairpersons, etc.

Publicity:	Al Craig N2IWZ	594-8288
Education:	Allen Bailey ADØZ	587-8814
VE Testing:		
Main Contact:	Chris Smith NXØE	495-0624
ARRL Liason:	Bill Stanfill K4YCD	531-7738
Interference:	Lauren Libby KXØO	593-9861
ARES:	John Chapman NØKIC	638-1604
SKYWARN:	Steve Westby WB7VHR	570-1070
Public Service:	Mike Slansberry KØTER	636-1280
CCARC:	Oak Blockton KØROL	570-7782
Club Trainer:	Steve Westby WB7VHR	570-1070
Ø-BEAT:	Ron Deutsch NKØP	593-8352
Temporarily:	Chris Smith NXØE	495-0624

PIKES PEAK RADIO AMATEUR ASSOCIATION
REGULAR CLUB MEETING
JUNE 12, 1991

The regular meeting of the Pikes Peak Radio Amateur Association was called to order by Dave - N0DN at 7:00 pm in the basement of the Elk's Club. 80 members and guests were present. (Secretary's comment : Only 69 signed the book, please make sure that you sign the red ledger book as it is passed around. From time to time we may need to contact you. New members and guests are also more easily located this way). After introductions, the minutes were read and approved with one minor correction — Lucy's name is spelled Lucy.

TREASURER : Rosie - WA0MINL reported an income of \$1263.14 and expenses of \$891.05 which leaves a balance of \$1696.59. The treasurer's report was approved as read. A report on the proceeds of the swapfest should be appearing elsewhere in O-BEAT in the near future.

O-BEAT : Chris - NXOE volunteered to take over for Ron - NKOP for July and August. Please send articles to be printed to Chris at his home address.

INTERFERENCE : No report

PUBLICITY : Some items have been appearing in the newspaper and on the radio.

ARES : John - NOKIC has membership forms and cards for members. Mike - KOTER also has these items.

PUBLIC SERVICE : Helpers at the recent Volksmarch were thanked. The club has been contacted about helping with the Colorado State Games and is in the process of getting information and negotiating. The dates are July 26,27,28. Additionally, the rocket group may want help the last week of July.

CCARA - Oak - KOROL reported no recent contact. The secretary has received no information from them either. Concern was expressed at this lack of contact and the matter will be looked into.

VE TESTING - Chris - NXOE noted that testing will occur the 2nd Saturday in September at Chapman College. Testing is also taking place in the Pueblo and Denver Metro areas. At the Swapfest, there were 59 taking the tests. It was estimated that new licenses were issued as follows : 2 Extra, 1 Advanced, 2 General, 23 Technician, and a small number of novice licenses.

EDUCATION : Al - ADOZ noted that 8 passed the Technician test. New Novice and Technician classes will begin in September.

THANKS : Thanks was expressed to Jeff - N0JLH for coordinating the Swapfest. Steve WB7VHR expressed thanks to Skywarn participants.

UNFINISHED BUSINESS : Mike noted that no site had been obtained for Field Day but that three were under consideration. (Field Day was held at the property of Chris - NXOE).

Swapfest winners were : N0NJK - Bill Petty ----Icom 2400
W0NFC - Jim Clay ——Packet controller

NEW BUSINESS : Announcement was made of the MARC Swapfest. George - NOCIX has tickets and information.

RAFFLE RESULTS :

WONJW - Phil	- Reel and 50' power cord
Ore Rose	- Barbecue set
KBODUQ - Darrel	- Repeater Directory
NONXN - Dennis	- QST
KBOGHT - John	- OEM gift certificate
KBOEPH - Andy	- Miller Moth Exterminator (dustbuster)

After the break, an auction, of numerous items, was held.

Rosie - WAOMNL noted that she would like some help at the lunch stop for the Bike-a-thon on July 6,7 from about 8 am. She noted that no license is needed (is that business or ham license, Rosie?).

The July Board meeting will be at Mark's house (NOEPF) on July 16th and will begin with another barbecue at 6:30 pm.

Those needing information on the Pikes Peak FM Association should contact Lauren - KXOO.

Respectfully submitted,

Mark - NOEPF

PPRAA BOARD MINUTES
JUNE 16, 1991

The regular board meeting of the Pikes Peak Radio Amateur Association was called to order at 7:20 pm in the home of Harry - WB6YXD. Fourteen members and guests were present. Preceeding the meeting, attendees enjoyed a barbecue consisting of a variety of dishes.

SWAPFEST : The club needed to transfer some money between accounts to make the "tax" situation more acceptable. It seems a 3% "fee" is due on any net profit the club should make. In this year's case, that will amount to about \$300 in profit.

It was MOVED and SECONDED to put the raffle proceeds in a savings account at Ent Credit Union to be earmarked for next year's swapfest raffle but also available for general contingencies if needed. The motion PASSED.

FIELD DAY : A comfort station was ordered (about \$59) and other supplies are being obtained.

RUSS - KBOFNH : He bought a projector screen and is willing to donate it to the club. A discussion ensued as to the location of club equipment and the list of same.

OAK - K0R0L : Oak will be presenting the July program on amateur television. He indicated he needs help in preparation and during the presentation and would like a volunteer (one was subsequently located). Please see elsewhere in O-BEAT for announcements of upcoming programs.

O-BEAT : Chris - NKOE is giving Ron - NKOP a vacation from the editor-in-chief position and has volunteered to coordinate the publication for July and August. Ron expressed his thanks for the break.

DONATIONS : A member has some donations for the club (and others?) including a set of QST magazines dating from the 1950's.

There being no further business before the board, the meeting was adjourned. The next meeting will be at Mark's house - NOEPF - and will be preceeded by another barbecue.

Respectfully submitted,

Mark - NOEPF

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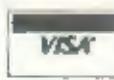
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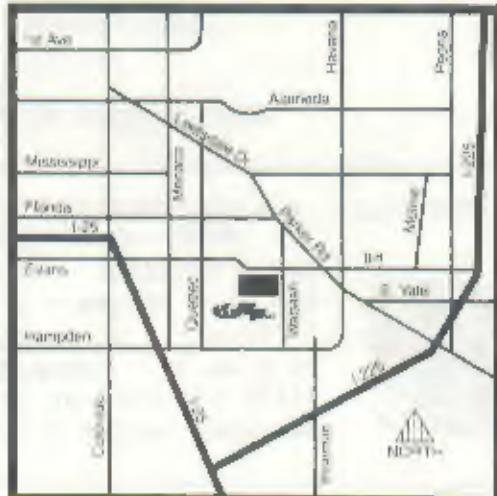
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"The View From The Peak"

by George Hinds, N8CIX

On a recent trip to northern California and the Pacific Northwest, returning via Glacier and Yellowstone, the activity (or lack thereof) on my 2M rig was interesting to note. So here are a few observations...

Unlike Colorado Springs where "drive-time" produces plenty of chatter, elsewhere 146.52 simplex appears to be practically unused in many large metro areas. Running the rig in scan mode day-in, day-out tended to confirm this point. Around Salt Lake City, Sacramento, Portland and Seattle, seldom was there a conversation on .52.

On the other hand, there wasn't all that much going on with the repeaters, either. There may be some "channel-crowding" somewhere, but not anywhere within range of this 5,500 mile journey. Hopefully, the reported increase in amateur operators via codeless techs may see an increase in two-meter band occupancy... It's not that there aren't plenty of repeaters for everyone to use; it's just that so very few are using them. "Use it or lose it" all over again?

A couple of years ago I wrote about the "Evergreen Intertie" after returning from a Pacific Northwest trip. Well, that system of linking continues to grow eastward. I found myself on U.S. 89 south of Livingston, MT to enter the park when I heard a call on the Bozeman 147.38 repeater. Answering, it turned out the "7" station I was talking to was not in Bozeman or Livingston; he was on an HT in downtown Tacoma, Washington! Then a station in Seattle chimed in. And it was then I learned that the Bozeman repeater was now a link in the Evergreen Intertie system.

It's my understanding the goal is to extend the link to tie into one or more Wyoming repeaters. From there, who knows where? How long before we have a linked voice repeater system from the West Coast to Chicago or St. Louis, or beyond?

In Sacramento, I attended the "Railfair '91" exhibit at the California State Railroad Museum. Besides displaying operating modern diesel locomotives, it featured some of the very large still-operating steam locomotives from the Union Pacific and Southern Pacific systems. Here I learned from other amateur operators in attendance who were also railroaders or railfans that a move is growing among them to use 2-meters and the frequency of 146.49 at events like this all around the country. If .49 happens to be in use in some area, the secondary frequency of choice is 146.565.

An example of how well it works: N4DLA was working on the Union Pacific steam special with engines 844 and 3985 double-heading to Sacramento from Cheyenne. With his HT aboard, he was able to keep groups of amateurs in cars on the highway advised of where the train would stop for photo opportunities, progress along the route, ETA's at stations, etc. Those in cars used 146.49 simplex to keep each other advised of traffic and road conditions, good photo spots, directions, places to stop for food etc. As word of this spreads, we'll be seeing more and more railroaders and railfans (often they're the same, you know) who are amateur operators showing up on the air.

73, George

...

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July Meeting

The July meeting of the Pikes Peak Radio Amateur Association is scheduled for 7:00 pm on the 10th of July. It will be held at the Elks Lodge at 3400 North Nevada Avenue. A program on amateur fast scan TV by K0ROL, featuring field day video, is planned.



Doug Kirsop, W8TFC

MOBILE INSTALLATION REVISITED

A Reprint from March 1989 Spirit of '76 & '88

About two years ago, I did a series of columns on the installation of mobile rigs and antennas. I recently received a copy of General Motors' Radio Telephone Mobile Radio installation guidelines. Since Spring is just around the corner, a reprise of these hints and points to ponder seems appropriate. Remember that interference is becoming an increasingly important problem as vehicles become more and more dependent on electronics for every aspect of their operation.

Location of the radio itself is typically governed by where it will fit in today's smaller vehicles. It should never interfere with safe operation of the vehicle and be in the way of the driver or passengers when entering, exiting or moving around in the vehicle. These are important for safety, but also minimizes "wear and tear" on the rig.

If you have a choice, interference with other electrical systems will be reduced if the radio can be mounted near the vehicle body. If you have a radio with a remote head, mount the transceiver in your trunk on the side nearest the to the remote head and near the body of the car. Be sure to use mounting screws to reduce vibration failures and to provide a good ground.

In general, remember that antennas should be mounted as high on the vehicle as possible and as close to centerline of the longitudinal axis of the car as you can install it. Splitters and other external tuning devices should be well sealed to prevent interference.

Poor coax and connections to the antenna are two big problems that are too often overlooked. I would agree with GM's recommendation that the shield have 95% coverage as a minimum. You can easily replace the feedline to most mobile antennas for a noticeable increase in performance and a noticeable decrease in interference. Where possible, do not route the coax near any suspected electronics modules or along with vehicle wiring cables or harnesses.

Ground should come from the battery for the radio and the body for the antenna. Do not pick up a ground in the passenger compartment. Also consider putting a fuse in the transceiver ground lead to prevent possible damage in case the unit is left on and the battery to engine block wire breaks or is disconnected.

Remote heads often require their own power source. Once again, this should come directly from the battery. If you want ignition control of the radio, the preferred method is to supply radio power through a relay. The coil of the relay is then grounded on one side and is controlled by a circuit that is only on after cranking.

If you have more than one radio, run a minimum size of #10 AWG twisted pair from the battery and then "buss" to the radios in the passenger compartment or trunk. This reduces wiring for neatness and reliability.

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